Louisiana's
Safe Routes to Public Places Program

2017 Workshop

April Renard, P.E.
Mark Morvant, P.E.

DESTINATION ZERO DEATHS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Pedestrian Crash Articles

Advocate Newspaper Archives

December 2016 & January 2017

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Safe Routes
Safe Routes to Public Places

January 30, 2017 *4-year-old killed walking along Airline Drive in Metairie*

January 22, 2017 *Pedestrian killed, another injured while trying to cross Harvey intersection*

January 18, 2017 *Pedestrian killed Wednesday morning on Choctaw Drive (Baton Rouge)*

January 13, 2017 *Pedestrian trying to cross U.S. 190 killed in overnight crash in Covington*

December 29, 2016 *Greensburg woman booked in Juban Road fatal hit and run (Denham Springs)*

December 27, 2016 *Lafayette police identify pedestrian killed in Monday crash*

December 22, 2016 *Slidell pedestrian struck by train, killed Wednesday night*

December 9, 2016 *Car kills pedestrian crossing Basin Street (New Orleans)*

December 8, 2016 *Pedestrian struck, killed while crossing street in Treme late (New Orleans)*

December 7, 2016 *Cyclist, pedestrian struck in two separate incidents Wednesday night (Baton Rouge)*



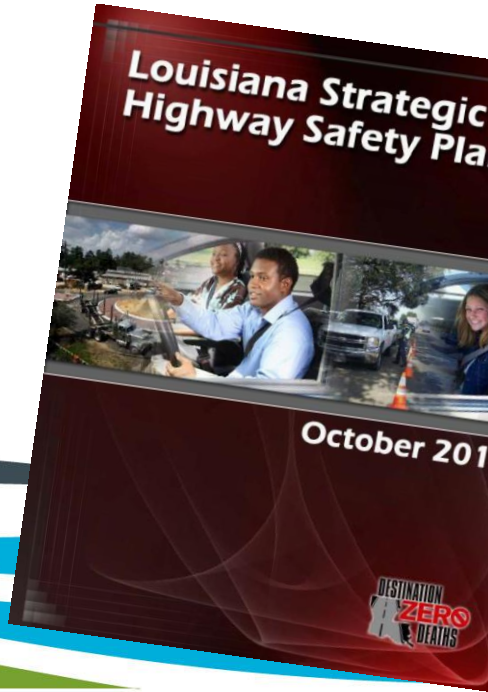


LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOP/

Teamwork!

How has highway safety changed over the years?

- SAFETEA-LU (2005-2009)
  - Creation of the Highway Safety Improvement Program (HSIP) as core federal-aid program (23 USC 148)
  - Creation of the requirement for the Strategic Highway Safety Plan (SHSP) as a process for analyzing safety data (23 CFR 924)
  - Safety identified as a separate planning factor for MPOs
  - SRTS established
- MAP-21 (2012-2015)
  - HSIP remains core federal-aid program
  - Performance measure focused
  - Requirement for scheduled updates of the SHSP
  - SRTS no longer funded as standalone federal program
- FAST Act (December 2015 – present)
  - Specifically excludes non-infrastructure projects



Highway Safety Improvement Program (HSIP)

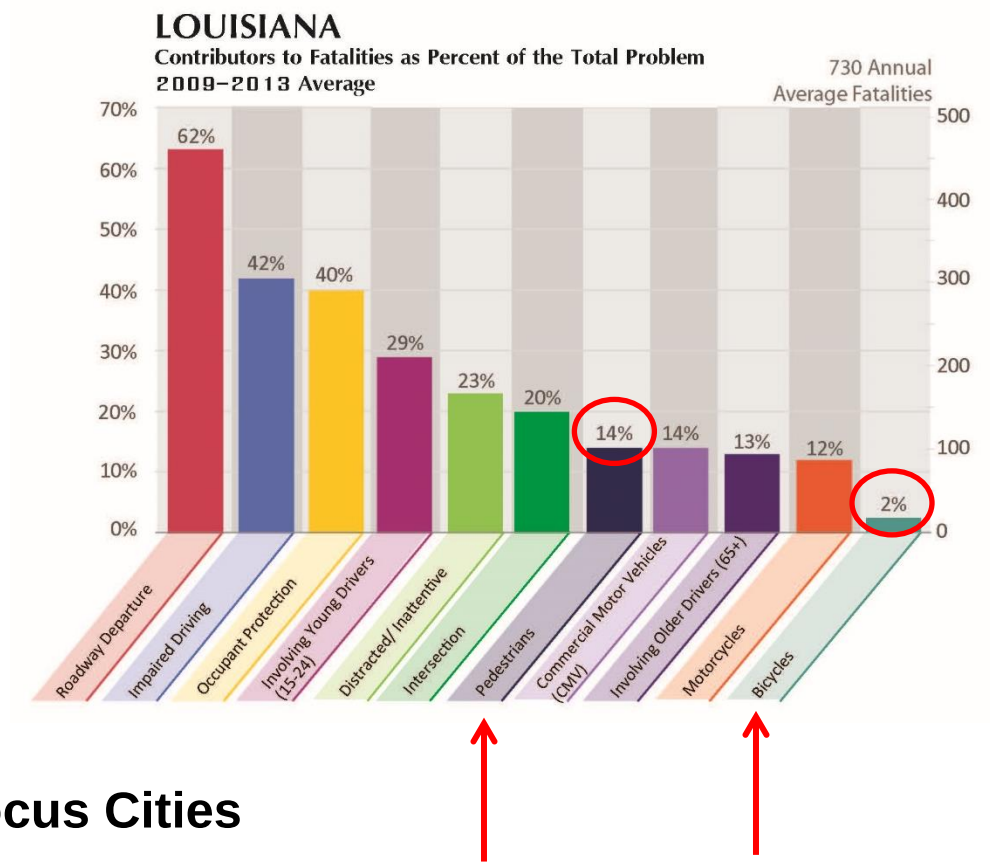
- Title 23 (Highways) of Code of Federal Regulations 924
- Federal program to ***significantly*** reduce the occurrence of and potential for fatalities and serious injuries on ***all public roads***
- Implemented through State-administered processes
  - Collecting and maintaining safety data
  - Improving safety data
  - Analyzing safety data
  - Conducting engineering studies
  - Establishing priorities
  - Evaluation of the HSIP & SHSP

Highway Safety Improvement Program (HSIP)

- HSIP Performance Measures
  - Number of fatalities
  - Rate of fatalities
  - Number of serious injuries
  - Rate of serious injuries (per 100 million vehicle miles traveled)
  - Number of non-motorized fatalities and serious injuries

Louisiana Strategic Highway Safety Plan (SHSP)

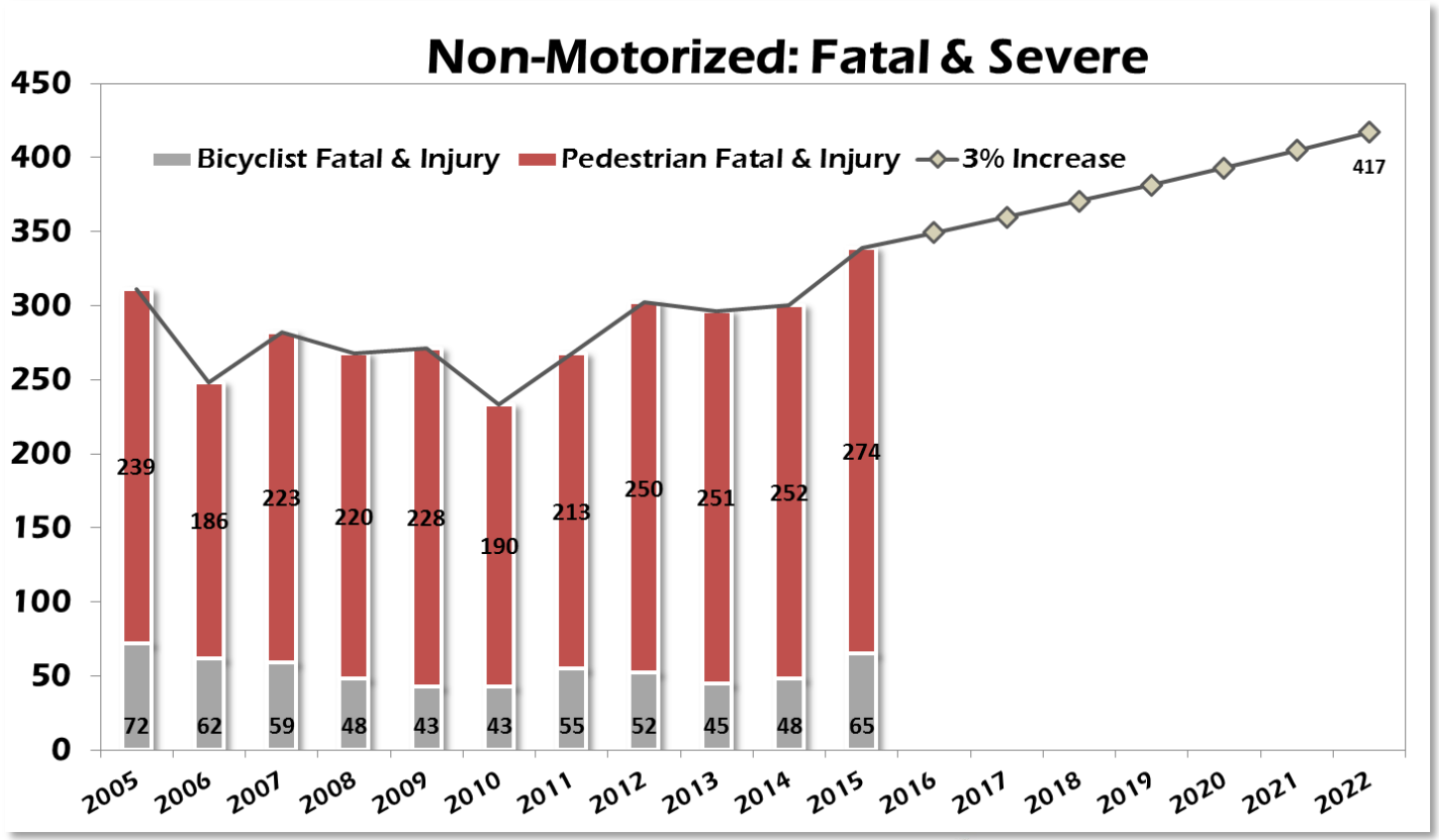
- **5 year statewide data driven plan**
- **Prioritize strategies for reducing fatalities & serious injuries**
- **2011 Emphasis Areas**
  - » **Impaired Driving**
  - » **Occupant Protection**
  - » **Young Drivers (15-24)**
  - » **Infrastructure & Operations**
    - – **Roadway Departure**
    - – **Intersection**
- **2017 *UPDATE***
  - » **Distracted Driving EA**
  - » **Non-Motorized Users**
- **FHWA Pedestrian & Bicycle Focus Cities**
  - » **New Orleans**
  - » **Baton Rouge**



Louisiana Crash Statistics
(2005 – 2015)

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Safe Routes
Safe Routes to Public Places



Louisiana Crash Statistics
(2011 – 2015)

- Annual Fatalities
  - 107 Pedestrians
  - 19 bicyclist
- Serious Injuries
  - 149 Pedestrians
  - 34 bicyclists

- Non-Motorized Fatalities = 15% of all Fatalities
- 60/40 Split between State & Local Roads

Safe Routes To Schools Program

SRTS Goal:

"…designed to ***decrease traffic and pollution and increase the health of children*** and the community. Safe Routes to Schools promotes walking and biking to school, using education and incentives to show how much fun it can be! "

- 90+ Projects Awarded (2007-2015)
- Total Costs $31.3 Million

Safe Routes To Public Places Program

From the SRTPPP Guidelines:

"The development of the SRTPPP is a result of the recognition that the transportation network is utilized by motorists and non-motorists, such as pedestrians, bicyclists, and transit users of all ages and abilities. The SRTPPP aims to address the ***safety needs of the non-motorists evidenced in fatality and serious injury data***."

- Proposed 2017 HSIP Budget:

Highway Program	$ 65 M
LRSP	$ 3-5 M
SRTPPP	$ 3 M
Total	$ 72 M

Workshop Agenda

- Program Guidelines
- Project Selection

(break)

- Project Application
- Project Implementation

Louisiana's
Safe Routes to Public Places Program

Program Guidelines

April Renard, P.E.

DESTINATION ZERO DEATHS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Funding

Safe Routes
Safe Routes to Public Places

- Highway Safety Improvement Funds
  - All Public Roads: State or Locally Owned
- Eligible Project Costs (100% no match req'd)
  - Design Engineering Services (provided by DOTD)
  - Right-of-Way Acquisition
  - Project Construction
  - Construction Contract Administration (CE&I)

Funding

- Non-Eligible Project Costs
  - Utility Relocations
  - Right of Way Acquisition Services (locally roads)
  - Project Construction on Private Property
  - Costs above the Federal Funding Commitment
  - Design Engineering Services contracted by local entity

Funding

- Funding Limitations
  - $350,000 per application
    - Applied to Construction & R/W Costs only
    - Design Engineering & Construction Contract Administration not included in funding limitation
  - Additional work may be funded by local entity
    - Work on private property required for connectivity
    - Work outside the scope of the project award

Program Eligibility

- Any Public Entity may submit application
- For Locally Owned Roads & Right-of-Ways
  - Project sponsor must be roadway owner
- For State Owned Roads and Right-of-Ways
  - Project sponsor must be entity responsible for maintenance
  - DOTD District Administrator endorsement required

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Eligible Public Places*

Safe Routes
Safe Routes to Public Places

- Schools (any grade)
- Universities
- Libraries
- Governmental Buildings
- Hospitals

- Transit Facilities
- Public Parks
- Other Public Places
  - Business Centers
  - Shopping Centers

** Scope of project must be associated with reducing crashes along a public road*

Project Types

- Pedestrian Facilities
  - Sidewalks
  - Crosswalks
  - Pedestrian Signals

- Bicycle Facilities
  - Bike lanes
  - Cycle tracks
  - Shared Use Paths

- Road Improvements
  - Traffic Calming
  - Bus Turnouts
  - Signs & Striping

Louisiana's
Safe Routes to Public Places Program

2017 Workshop

Questions?

Safe Routes

Safe Routes to Public Places

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Louisiana's
Safe Routes to Public Places Program

Project Selection

Mark Morvant, P.E.

Safe Routes

Safe Routes to Public Places

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

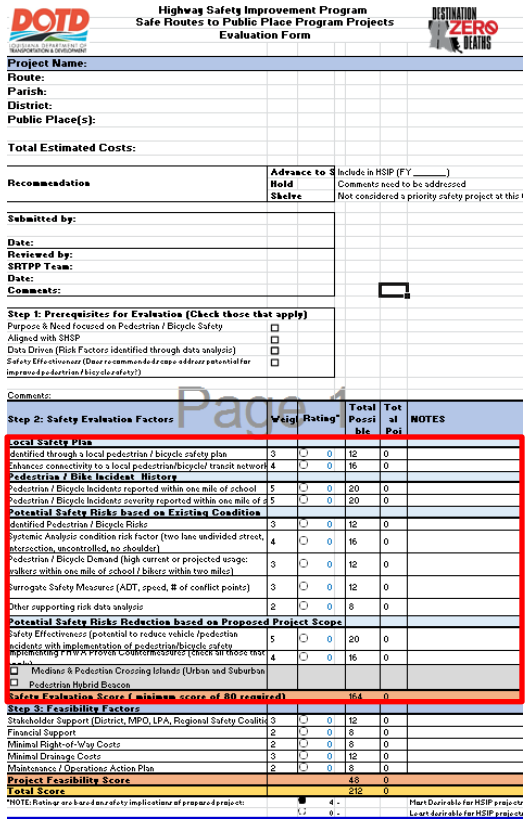
Selection Process

- Applications Evaluated by SRTPPP Project Selection Committee
- Evaluation Step 1: Safety Impact Assessment
- Evaluation Step 2: Project Feasibility Assessment

Step 1: Project Safety Impact Assessment

Safe Routes
Safe Routes to Public Places

- Required to qualify for Federal Highway Safety Improvement Program Funds
- Safety Evaluation Factors (11)
  - Evaluation Score x Factor Weight = Factor Score
- Safety Impact Assessment Total Score = Sum of Factor Scores
- Minimum Grade Required for eligibility (50% of total allowed)
- Project Priority Short List
  - Number of projects determined by available funds
  - Short list does not imply acceptance



Highway Safety Improvement Program
Safe Routes to Public Place Program Projects
Evaluation Form

Project Name:
Route:
Parish:
District:
Public Place(s):

Total Estimated Costs:

Recommendation	**Advance to S**	Include in HSIP (FY _____)
	Hold	Comments need to be addressed
	Shelve	Not considered a priority safety project at this t

Submitted by:
Date:
Reviewed by:
SRTPP Team:
Date:
Comments:

Step 1: Prerequisites for Evaluation (Check those that apply)
Purpose & Need focused on Pedestrian / Bicycle Safety ☐
Aligned with SHSP ☐
Data Driven (Risk Factors identified through data analysis) ☐
Safety Effectiveness (Does recommended scope address potential for improved pedestrian/bicycle safety?) ☐

Comments:

Page 1

Step 2: Safety Evaluation Factors	**Weig**	**Rating***	**Total Possible**	**Total Poi**	**NOTES**
Local Safety Plan					
Identified through a local pedestrian / bicycle safety plan	3	☐ 0	12	0	
Enhances connectivity to a local pedestrian/bicycle/ transit network	4	☐ 0	16	0	
Pedestrian / Bike Incident History					
Pedestrian / Bicycle Incidents reported within one mile of school	5	☐ 0	20	0	
Pedestrian / Bicycle Incidents severity reported within one mile of s	5	☐ 0	20	0	
Potential Safety Risks based on Existing Condition					
Identified Pedestrian / Bicycle Risks	3	☐ 0	12	0	
Systemic Analysis condition risk factor (two lane undivided street, intersection, uncontrolled, no shoulder)	4	☐ 0	16	0	
Pedestrian / Bicycle Demand (high current or projected usage: walkers within one mile of school / bikers within two miles)	3	☐ 0	12	0	
Surrogate Safety Measures (ADT, speed, # of conflict points)	3	☐ 0	12	0	
Other supporting risk data analysis	2	☐ 0	8	0	
Potential Safety Risks Reduction based on Proposed Project Scope					
Safety Effectiveness (potential to reduce vehicle /pedestrian incidents with implementation of pedestrian/bicycle safety	5	☐ 0	20	0	
Implementing FHWA Proven Countermeasures (check all those that	4	☐ 0	16	0	
☐ Medians & Pedestrian Crossing Islands (Urban and Suburban					
☐ Pedestrian Hybrid Beacon					
Safety Evaluation Score (minimum score of 80 required)			164	0	
Step 3: Feasibility Factors					
Stakeholder Support (District, MPO, LPA, Regional Safety Coalitio	3	☐ 0	12	0	
Financial Support	2	☐ 0	8	0	
Minimal Right-of-Way Costs	2	☐ 0	8	0	
Minimal Drainage Costs	3	☐ 0	12	0	
Maintenance / Operations Action Plan	2	☐ 0	8	0	
Project Feasibility Score			48	0	
Total Score			212	0	
*NOTE: Rating or based on safety implications of proposed project:		● 4 -			Most Desirable for HSIP projects
		◡ 0 -			Least desirable for HSIP projects

Safety Evaluation Factor

1) Identified through a local complete street or safety plan

- Project site is included in pedestrian / bicycle / transit plan for improved safety
  - **High** - Included with a high priority designation
  - **Medium**- Included with medium priority designation
  - **Low**- Not included in any safety plan

(weight factor: medium)

Safety Evaluation Factor

1) Identified through a local/state complete street / safety plan

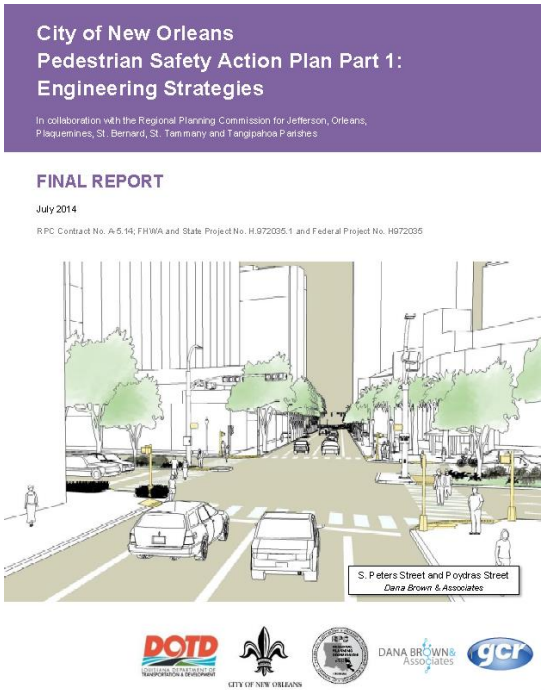


Table 6 Top Twenty Ranking Intersections

Rank	Primary Road	Intersection Road	Signal	# Crashes	# KSI	Score
1	S. Claiborne Ave (US 90)	Gravier St	Yes	4	3	109
2	Poydras St	Camp St	Yes	11	2	105
3	Iberville St	N. Peters St	No	11	2	87.12
4	Canal St	Carondelet St/Bourbon St	Yes	10	2	87.08
5	S. Peters St	Poydras St	Yes	8	2	83.04
6	Esplanade Ave	N. Claiborne Ave (LA 39)	Yes	7	2	80.12
7	Read Blvd	I-10 W Onramp	Yes	4	2	80
8	S. Carrollton Ave	Ulloa St	Yes	4	2	77
9	Martin Luther King Blvd	S. Claiborne Ave (US 90)	Yes	3	2	72.04
10	Airline Dr (US 61)	Monroe St	Yes	2	2	72
10	Canal St	N./S. Peters St	Yes	2	2	72
10	St Claude Ave (LA 46)	Franklin Ave	Yes	2	2	72
10	Behrman Pl (LA 428)	Holiday Dr	No	2	2	72
10	Press Dr	Chef Menteur Hwy (US 90)	Yes	2	2	72
10	Willow St	Cambronne St	No	2	2	72
10	Louisiana Ave	S. Saratoga St	Yes	2	2	72
17	S. Claiborne Ave (US 90)	Leonidas St	Yes	7	1	53.04
18	N. Peters St	Conti St	No	6	1	48.08
19	St Claude Ave (LA 46)	Elysian Fields Ave (LA 46)	Yes	6	1	47
20	Gravier St	S. Broad St	No	4	1	45

Source: Louisiana Department of Transportation and Development. Analysis by GCR Inc.

← High Grade

← Medium Grade

Safety Evaluation Factor

2) Enhances connectivity to a local pedestrian / bicycle / transit network

- Provides a connection to an existing pedestrian / bicycle / transit network that enhances public safety
  - **High**– New and vital connection
  - **Medium** – Improves connectivity
  - **Low** – Includes only a localized enhancement or update

(weight factor: medium - high)

Safety Evaluation Factor

2) Enhances connectivity to a local pedestrian / bicycle / transit network

Laplace Shared Use Path

New shared use path

Existing

Kenner City Park Sidewalks

New Sidewalk

Existing sidewalk ends

Safety Evaluation Factor

3) Pedestrian / Bicycle Crashes*

*Crashes reported within **one mile** of public place for pedestrians and/or **two miles** for bicycles within last five years of available data*

- **High** - High number of reported crashes (typically > 20)
- **Medium** - Moderate number of reported crashes (typically between 5 and 20)
- **Low**- Few reported crashes (typically < 5)

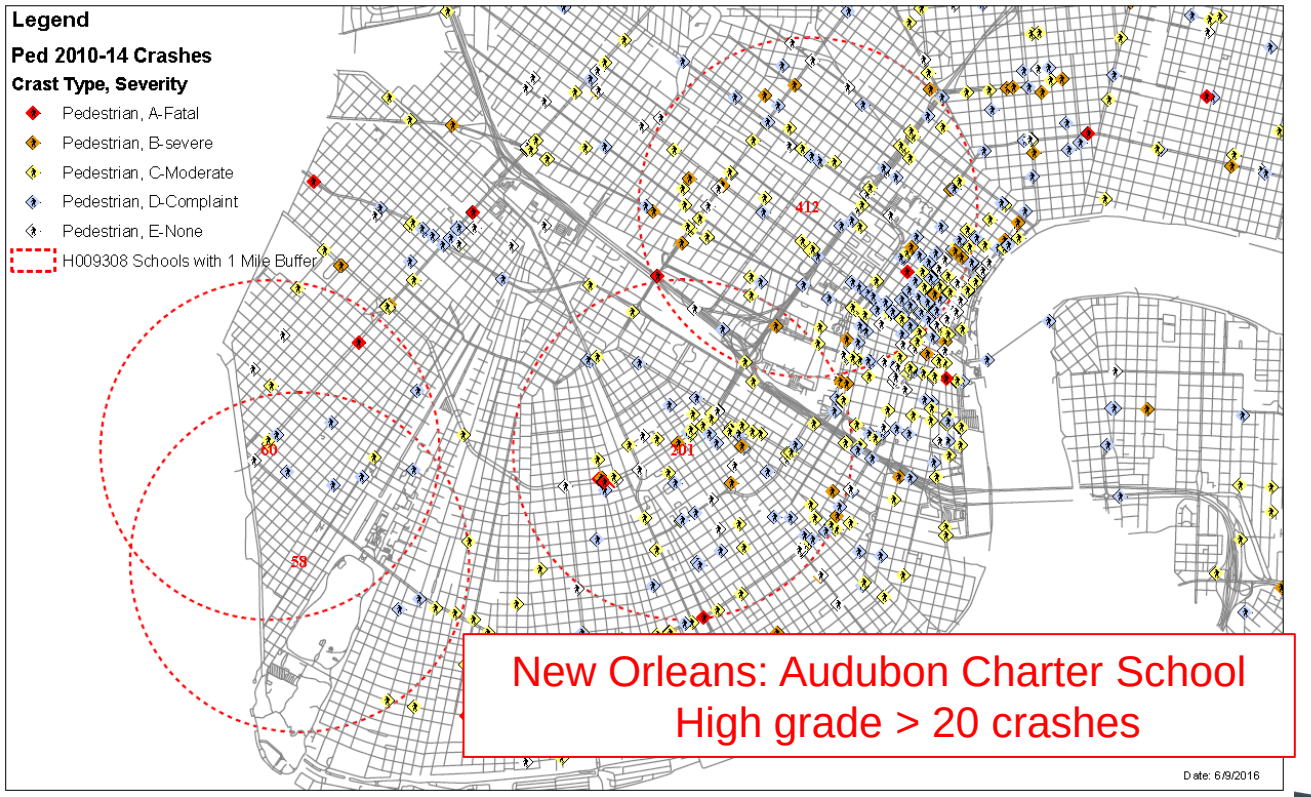
** DOTD developed data*

(weight factor: high)

Safety Evaluation Factor

Safe Routes
Safe Routes to Public Places

3) Pedestrian / Bicycle Crashes*



New Orleans: Audubon Charter School
High grade > 20 crashes

Safety Evaluation Factor

4) Pedestrian / Bicycle Crashes Severity

*Reported within **one** mile of public place for pedestrian and **two** miles for bicycles within the last five years of available data*

- **High**- Includes a fatality or severe injuries account for typically > 10% of crashes
- **Medium**- Includes moderate injuries
- **Low**- No reported crashes

* *DOTD developed data*

(weight factor: high)

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Safety Evaluation Factor

Safe Routes
Safe Routes to Public Places

4) Pedestrian / Bicycle Crashes Severity

2010-01-01 to 2014-12-31
Pedestrian Crashes Only

Pine View Middle Elem																										
Primary Road	Distance	Inter Road	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Severity	Dist mi
WALTON ST	80 ft W of	C V JACKSON DR	1	0	0	1	0	1	2/18/2010	Pedacycle	Non Coll	dry	100218154725053	23	15	0	C	S	B	D-Complain	0.744
CENTER	600 ft S of	LA 182 HIGHWAY	1	0	0	1	0	1	2/27/2010	Pedestrian	Non Coll	dry	100228233911640	23	20	0	C	S	B	D-Complain	0.471
IBERIA ST	10 ft W of	E DALE ST	1	1	0	0	0	0	3/15/2010	Pedestrian	Other	dry	100316012755896	23	19	1	C	W	J	E-None	0.379
ADMIRAL DOYLE	0.1 mi E of	LEWIS STREET	1	0	0	1	0	1	4/8/2010	Pedestrian	Other	dry	100408131637171	23	13	0	C	W	W	B-severe	0.61
ANN ST	30 ft W of	CAROL ST	1	0	0	1	0	1	6/20/2010	Pedacycle	S Swipe(sd	dry	100620183340203	23	20	1	C	S	Z	C-Moderate	0.177
CENTER	0.5 mi N of	HWY 83 HWY	1	0	0	1	0	1	10/8/2010	Pedestrian	Non Coll	dry	101008024140917	23	0	0	C	S	B	B-severe	0.952
ROBERTSON ST	10 ft S of	SAINT JUDE AVE	1	0	0	1	0	1	########	Pedestrian	Non Coll	dry	101018001631218	23	19	1	C	W	B	B-severe	0.903
N IBERIA ST	210 ft W of	BURKE ST	1	0	0	1	0	1	########	Pedestrian	Other	wet	101116021736421	23	17	1	C	S	I	C-Moderate	0.781
S LEWIS ST	10 ft W of	E MAIN ST	1	0	0	1	0	1	12/1/2010	Pedestrian	Other	dry	101201195547468	23	18	1	C	N	B	C-Moderate	0.946
Total	2010		9	1	0	8	0	8													
FRENCH ST	10 ft W of	ROBERTSON ST	1	0	0	1	0	2	1/22/2011	MV in Trans	Non Coll	dry	110130112556350	23	18	0	C	NW	BB	C-Moderate	0.677
BANK AVE	60 ft E of	VERSAILLES CRES	1	0	0	1	0	1	2/7/2011	Pedestrian	Other	dry	110208091605406	23	16	0	C	N	B	B-severe	0.312
SAINT JUDE AVE	60 ft W of	AMBASSADOR W LEMELL DR	1	1	0	0	0	0	2/11/2011	MV in Trans	S Swipe(sd	dry	110211173311041	23	16	0	C	SW	ZB	E-None	0.895
CENTER	1 mi N of	E HWY 674																	D	D-Complain	0.389
CHEROKEE ST	80 ft W of	BUCKEYE ST																	B	D-Complain	0.13
MAIN	0 mi N of	LEE STREET																	A	D-Complain	0.791
JEFFERSON	0 ft S of	ST PETER STREET																	B	E-None	0.922
IBERIA ST	40 ft N of	W ADMIRAL DOYLE DR																	G	D-Complain	0.996
MARIE ST	120 ft W of	POLLARD AVE																	B	E-None	0.88
CENTER	40 ft S of	HACKER STREET																	B	D-Complain	0.34
JEFFERSON TERRACE BLVD	210 ft S of	JEANNE CLAIRE DR																	B	E-None	0.779
S LEWIS ST	0 ft E of	LEMAIRE ST																	B	D-Complain	0.736
LEE ST	20 ft E of	ALVIN ST																	B	C-Moderate	0.614
EMMA ST	170 ft N of	IBERIA ST																	B	B-severe	0.804
CHARLES ST	230 ft S of	CENTER ST																	B	C-Moderate	0.597
Total	2011																				
EASY ST	40 ft W of	JEFFERSON TERRACE BLVD	1	0	0	1	0	1	3/12/2012	MV in Trans	S Swipe(od	contam	120312233723059	23	20	0	B	WW	CI	D-Complain	0.779
ADMIRAL DOYLE	at	ANN STREET	1	0	0	1	0	1	6/2/2012	MV in Trans	Rt Angle	dry	120602173516480	23	20	1	C	W	B	C-Moderate	0.581
CHARLES ST	260 ft E of	BANK AVE	1	0	0	1	0	1	6/26/2012	Pedestrian	Non Coll	dry	120626174437552	23	17	0	C	W	B	C-Moderate	0.557
HACKER ST	150 ft W of	EDWIN ST	1	0	0	1	0	1	10/6/2012	Pedestrian	Non Coll	dry	121006165924609	23	18	0	C	E	B	D-Complain	0.204
S LEWIS ST	160 ft W of	IVAN ST	1	0	0	1	0	1	########	Pedestrian	Non Coll	dry	121024163603742	23	15	0	C	N	B	D-Complain	0.42
SAINT JUDE AVE	140 ft E of	DAIGRE ST	1	0	0	1	0	1	########	Pedacycle	Non Coll	dry	121031152852770	23	5	0	C	S	B	B-severe	0.966
W DALE ST	10 ft S of	SAINT JUDE AVE	1	0	0	1	0	1	########	Pedestrian	Non Coll	dry	121114061421720	23	15	1	C	W	B	D-Complain	0.917
Total	2012		7	0	0	7	0	7													
ROBERTSON ST	10 ft S of	S CORINNE ST	1	0	0	1	0	1	3/28/2013	Pedestrian	Rt Angle	dry	130328205330851	23	19	1	B	W	B	D-Complain	0.981
LAFAYETTE ST	200 ft W of	ANN ST	1	1	0	0	0	0	4/7/2013	Pedestrian	Other	wet	1304071824111362	23	0	0	C	E	D	E-None	0.514
MAIN	60 ft W of	BANK AVENUE	1	0	0	1	0	1	8/11/2013	Pedestrian	Non Coll	dry	130811190555287	23	18	0	C	W	B	D-Complain	0.657
Total	2013		3	1	0	2	0	2													
ADMIRAL DOYLE	200 ft E of	ANN STREET	1	0	0	1	0	1	4/17/2014	Pedestrian	Non Coll	dry	1404171016499960	23	9	0	C	E	B	D-Complain	0.585
ADMIRAL DOYLE	at	JULIA ST	1	0	0	1	0	1	########	Pedestrian	Non Coll	dry	141219061919018	23	6	1	C	W	I	C-Moderate	0.942
Total	2014		2	0	0	2	0	2													
Grand	Total		36	6	0	30	0	32													

Covington Pine View Elem School
Medium – High grade

- No fatalities
- > 10% severe injuries

* See Appendix C for crash analysis example

Safety Evaluation Factor

5) Identified Pedestrian / Bicycle Risks

- Rating should reflect safety risk with local **vehicular traffic** relative to the current condition or lack of proper facility to support **pedestrian / bicycle traffic**
  - **Pedestrian safety on the sidewalk due to condition of sidewalk not considered**
  - **Current ADA compliance not considered**
- Clearly identified locations with potential safety risks for pedestrian and/or bicycles walking or operating along, adjacent or across the roadway(s) within the proposed project limits
  - **High**- strong evidence
  - **Medium** - some evidence
  - **Low** - no evidence

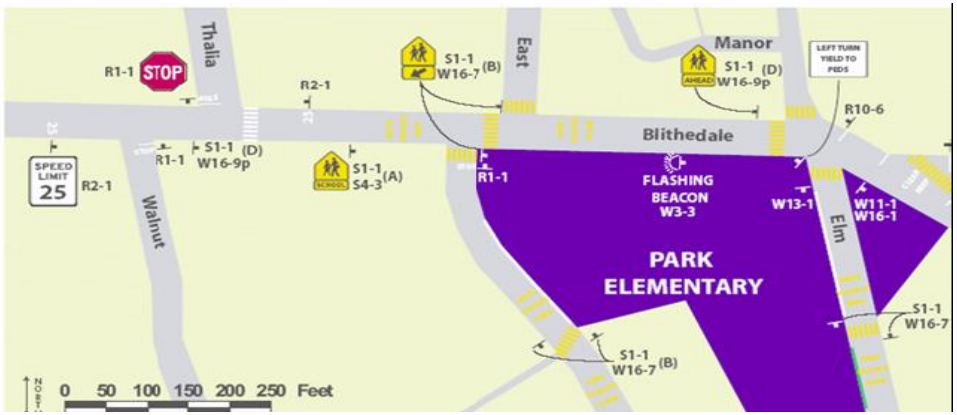
(weight factor: medium)

Safety Evaluation Factor

Safe Routes
Safe Routes to Public Places

5) Identified Pedestrian / Bicycle Risks

- No sidewalk may rate higher than a sidewalk in need of repair
- large number of countermeasures at high volume intersections may rate higher than a sidewalk project with minimal number of intersections



Safety Evaluation Factor

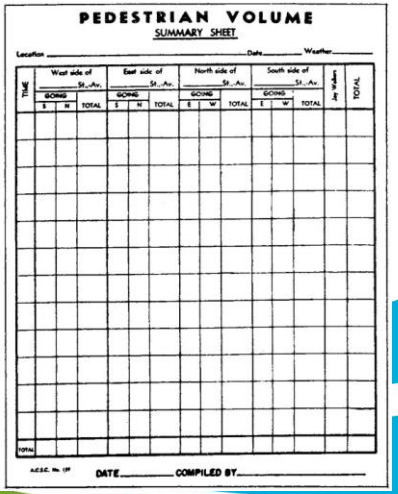
Safe Routes
Safe Routes to Public Places

6) Pedestrian / Bicycle Demand

- Rating should reflect potential for pedestrians within **one** mile and/or bicycles within **two** miles of the public place (current or projected usage):
- Application demonstrates through statistical data, user surveys, community outreach or other data analysis that a high potential for pedestrian and/or bicycle traffic will exist with implemented safety improvements. (typically >100 or 40% of public place users)
  - **High** - high potential (typically >100 or 40% of public place users)
  - **Medium** - moderate potential (typically >50 or 20% of public place users)
  - **Low** - data does not support a claim that potential pedestrian and/or biker traffic will exist with implemented safety improvements.
- Backup data required in application (weight factor: medium)
  - Guesses don't count

This table represents the number of individuals counted at each location for a total of twelve separate, one hour counts. Locations are listed in order of highest to lowest pedestrian counts.

Rank	Location	# of pedestrians
1	University & College	5,565
2	5th & Mill	5,451
3	7th & College	4,521
4	7th & Mill	3,894
5	University & Mill	3,621
6	3rd & Mill	3,292
7	5th & College	2,082
8	5th & Forest	1,561
9	Rio Salado & Mill	917


PEDESTRIAN VOLUME
SUMMARY SHEET

Safety Evaluation Factor

7) Systemic Analysis of Pedestrian and Bicycle Crashes*

- *Rating should reflects number of systemic analysis risk conditions* (intersection, undivided street, no traffic light, no shoulder)*:*
  - **High** - Includes a high number of specific locations with high risk systemic analysis conditions
  - **Medium** - Includes a moderate number of specific locations with high risk systemic analysis conditions
  - **Low** - Includes no specific locations with high risk systemic analysis conditions

** Based on DOTD's systemic crash analysis*

(weight factor: medium)

Safety Evaluation Factor

Safe Routes
Safe Routes to Public Places

7) Systemic Analysis of Pedestrian and Bicycle Crashes*

Safety Evaluation Factor

8) Roadway Characteristics

- Rating should reflect a combination of potential pedestrians/bicycle safety risks with vehicular traffic relative to the scope of the project
  - **High** – Numerous higher risk roadway characteristics. ADT> 5000, Speed ≥40mph, conflict points typically >10, no shoulders, two-way traffic, # of lanes, etc.
  - **Medium** – Moderate number of higher risk roadway characteristic. ADT> 500, Speed <30 mph, conflict points typically<5, lack of shoulders, two-way traffic, etc.
  - **Low** – Minimal or no higher risk roadway characteristics

(weight factor: medium)

Safety Evaluation Factor

Safe Routes
Safe Routes to Public Places

8) Roadway Characteristics

LA 308 Raceland

Williams Blvd Kenner

Safety Evaluation Factor

9) Other supporting risk data analysis

- Rating should be based on outcome and quality of additional supporting data not identified or addressed in previous evaluation factors (i.e. high number of speeding tickets, high number of disabled users, etc.):
  - **High** - Application includes additional high quality site specific data and data analysis
  - **Medium** - Application includes additional site specific data
  - **Low** - No additional supporting data and/or data analysis provided

(weight factor: medium)

Safety Evaluation Factor

Safe Routes
Safe Routes to Public Places

9) Other supporting risk data analysis

Speeding tickets

TRAFFIC DATA FROM IBERIA PARISH SHERIFF DEPARTMENT

Disposition codes:

P – Warnings issued

E – Tickets issued

20 – Crashes

7/2012 09:34 — Page 1

CVOORHIES

Complaint Query Results

Item Nbr	Type	Disp	Unit			Address		Cross Street	Grid	Date/Time	Reported By	Phone
A-00308-09	18TS	P	NP105		E	DALE ST			1	010209 1206	DEP BREAUX	3676579
A-00631-09	18TS	E	NP106		E	DALE ST				010309 1147	DTY SOLANO	3693711
A-00861-09	18TS	P	NP306		E	DALE ST			4	010409 0236	DTY S DAVID	3676579
A-01673-09	18TS	E	NP83		E	DALE ST			1	010909 1656	DPY KOEN	3693711
A-02277-09	18TS	P	NP113		E	DALE ST			4	011209 1142	DTY G HITTER	
A-02656-09	18TS	E	NP81		E	DALE ST			1	011409 1219	NP81/A GONZALE	3676579
A-03659-09	18TS	P	NP417	400	E	DALE	ST		4C	012309 0633	DPTY, A. JORDAN	3678127
A-04639-09	18TS	E	NP207		E	DALE ST				012909 1354	NP207/AUGUST	3676579
A-05247-09	18TS	P	NP405		E	DALE ST	ST		4B	012909 0518	NP405 / R MOTT	3676579
A-05355-09	18TS	E	NP207		E	DALE ST			4	012909 1847	NP207 / GRANT AI	3678127
B-00120-09	18TS	P	NP415		E	DALE ST	ST		4C	020309 0024	NP415/ DTY GARD	3678127
B-00122-09	18TS	P	NP415		E	DALE ST	ST		4C	020309 0039	NP415/ DTY B GAF	3678127
B-00186-09	18TS	P	NP417		E	DALE ST	ST		4C	020309 0454	NP417 / A JORDA	3676579
B-00410-09	18TS	P	NP82	1020	E	DALE	ST		4	020409 0807	NP82	3678127
B-00437-09	18	I	NP82	700	E	DALE ST			4	020409 1144	LEWIS, JIMMY	337 365
B-00444-09	18TS	E	NP82		E	DALE ST			4	020409 1229	NP82/ SHONTZ	3678127
B-00807-09	18TS	E	NP217		E	DALE ST			1	020809 1304	NP217/ GUILLOT	3678127
B-07313-09	18TS	E	NP405		E	DALE ST	ST		4B	020809 2231	NP405 / R MOTT	3676579
B-07316-09	18TS	E	NP405		E	DALE ST	ST		4B	020809 2245	NP405 / R MOTT	3676579
B-00822-09	18TS	E	NP211		E	DALE ST				021509 1036	NP211	
B-00872-09	18TS	P	NP211		E	DALE ST			4	021609 1137	NP211/W BERGER	3676579
B-10218-09	18TS	P	NP405		E	DALE ST	ST		4B	022209 0831	NP405/ DTY R MO	3678127
B-10244-09	18	O	NP116		E	DALE ST			1	022409 1015	DTY J MCBRIDE	
B-10833-09	18TS	E	NP405		E	DALE ST	ST		4B	022809 2227	DPTY, R. MOTT	3678127
B-10844-09	18TS	E	NP405		E	DALE ST	ST		4B	022809 2305	DPTY, R. MOTT	3678127
B-10848-09	18TS	P	NP405		E	DALE ST	ST		4B	022709 0019	NP405/DTY R MOT	3676579
B-11140-09	18TS	B	NP106		E	DALE ST			1	022809 1151	NP106 SOLANO	
C-11523-09	18TS	P	NP83		E	DALE ST				050209 1808	NP83/SGT K KOE	3676579
C-11575-09	18TS	P	NP405		E	DALE ST	ST		4B	050209 2116	NP405/ DTY MOT	3678127
C-11579-09	18TS	P	NP415		E	DALE ST	ST		4C	050209 2136	NP415/ DTY B GAF	3678127
C-11582-09	18TS	P	NP405	744	E	DALE ST	ST		4C	050209 2216	NP405/ DTY MOT	3678127

Visual or Hearing Impaired

Elderly

Safety Evaluation Factor

10) Safety Effectiveness

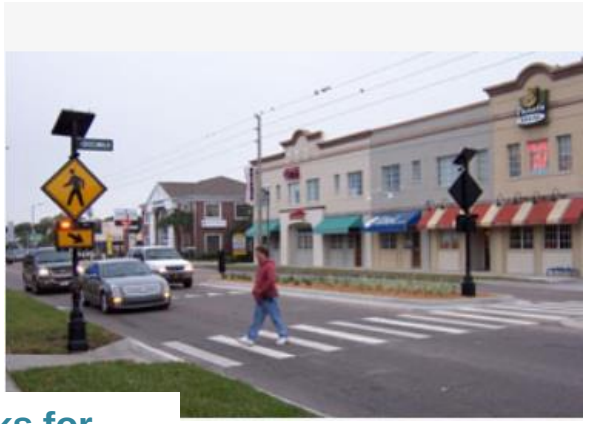
- Proven safety improvements* that clearly address the potential safety risks for pedestrian / bicycle conflict with vehicular traffic walking or operating along, adjacent or across the roadway(s)
- *Rating Examples:*
  - *New sidewalk on road with no shoulders may rate higher than a sidewalk in need of repair*
  - *Pedestrian controls at high volume intersection(s) may rate higher than sidewalk(s) with low ADT*
  - *Traffic calming measures on street with history of speeding may rate higher than just adding crosswalks*

(weight factor: high)

Safety Evaluation Factor

Safe Routes
Safe Routes to Public Places

10) Safety Effectiveness



*See Appendix B for informational links for proven safety improvements

Safety Evaluation Factor

Safe Routes
Safe Routes to Public Places

11) Implementing FHWA Proven Countermeasures:

1. Median & Pedestrian Crossing Islands
2. Pedestrian Hybrid Beacon

- **High** - Includes use of both countermeasures at multiple locations.
- **Medium** - Includes use of one countermeasure at multiple locations.
- **Low** - Does not include use of either countermeasure.

(weight factor: med – high)

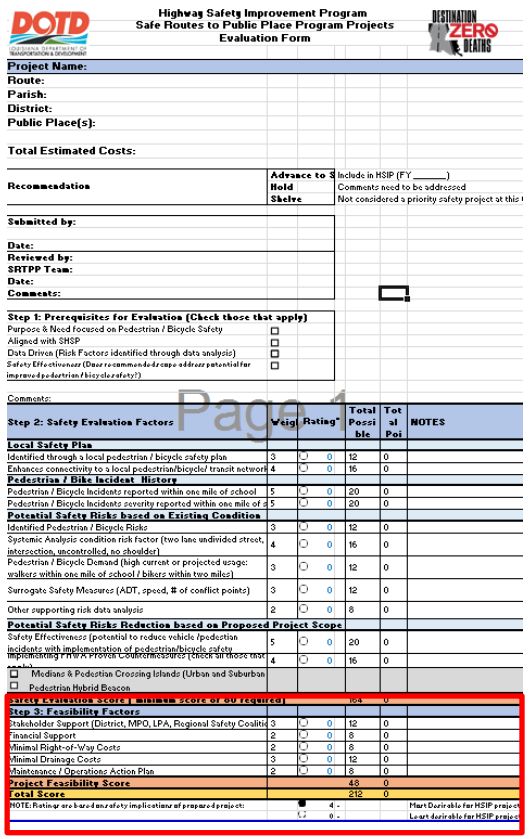
Priority Project Short List

- Evaluation factor grade is multiplied by the evaluation factor weight and then summed to achieve a total application score.
- Priority Ranking based on total application scores highest to lowest.
- Minimum score (50 % of maximum allowable score) required for funding eligibility *(eligibility does not place project on short list)*
- Project Short List based on Priority Ranking compared to annual available funds
- Projects provided on the Short List do not represent or imply approval for funding or implementation
- The short list will contain projects that will not be funded *(unfunded projects may be resubmitted in subsequent advertisements)*
- Projects on the short list will move to Step 2: Feasibility Assessment

Step 2: Project Feasibility Assessment

Safe Routes
Safe Routes to Public Places

- Assessment of non-safety related factors (5)
  - Non-safety related costs
  - Project support
  - Sustainability
- Project feasibility report prepared by DOTD's consultant
  - Meeting with LPA
  - Site Visit
  - Cost estimate
- Final Selection based on combined Safety Assessment Factors and Project Feasibility Factors



Highway Safety Improvement Program
Safe Routes to Public Place Program Projects
Evaluation Form

Project Name:
Route:
Parish:
District:
Public Place(s):

Total Estimated Costs:

Recommendation	**Advance to S**	Include in HSIP (FY _____)
	Hold	Comments need to be addressed
	Shelve	Not considered a priority safety project at this t

Submitted by:
Date:
Reviewed by:
SRTPP Team:
Date:
Comments:

Step 1: Prerequisites for Evaluation (Check those that apply)
Purpose & Need focused on Pedestrian / Bicycle Safety
Aligned with SHSP
Data Driven (Risk Factors identified through data analysis)
Safety Effectiveness (Does recommended scope address potential for improved pedestrian/bicycle safety?)

Comments:

Page 1

Step 2: Safety Evaluation Factors	**Weig**	**Rating***	**Total Possible**	**Total Poi**	**NOTES**
Local Safety Plan					
Identified through a local pedestrian / bicycle safety plan	3	0	12	0	
Enhances connectivity to a local pedestrian/bicycle/ transit network	4	0	16	0	
Pedestrian / Bike Incident History					
Pedestrian / Bicycle Incidents reported within one mile of school	5	0	20	0	
Pedestrian / Bicycle Incidents severity reported within one mile of s	5	0	20	0	
Potential Safety Risks based on Existing Condition					
Identified Pedestrian / Bicycle Risks	3	0	12	0	
Systemic Analysis condition risk factor (two lane undivided street, intersection, uncontrolled, no shoulder)	4	0	16	0	
Pedestrian / Bicycle Demand (high current or projected usage: walkers within one mile of school / bikers within two miles)	3	0	12	0	
Surrogate Safety Measures (ADT, speed, # of conflict points)	3	0	12	0	
Other supporting risk data analysis	2	0	8	0	
Potential Safety Risks Reduction based on Proposed Project Scope					
Safety Effectiveness (potential to reduce vehicle /pedestrian incidents with implementation of pedestrian/bicycle safety	5	0	20	0	
implementing FHWA Proven Countermeasures (check all those that	4	0	16	0	
☐ Medians & Pedestrian Crossing Islands (Urban and Suburban					
☐ Pedestrian Hybrid Beacon					
Safety Evaluation Score [Minimum score of 80 required]			164	0	
Step 3: Feasibility Factors					
Stakeholder Support (District, MPO, LPA, Regional Safety Coalitio	3	0	12	0	
Financial Support	2	0	8	0	
Minimal Right-of-Way Costs	2	0	8	0	
Minimal Drainage Costs	3	0	12	0	
Maintenance / Operations Action Plan	2	0	8	0	
Project Feasibility Score			48	0	
Total Score			212	0	
NOTE: Ratings are based on safety implications of proposed project:		4 -			Most Desirable for HSIP project
		0 -			Least desirable for HSIP project

Project Feasibility Factor

12) Stakeholder Support

- District, MPO, LPA, Regional Safety Coalition, etc.
  - **High** - Includes high priority designation for site specific improvements from MPO long range plan, DOTD District PSI list, or other political subdivision long range transportation plan, along with documented support from Regional Safety Coalition, political subdivisions, local agencies and public associations.
  - **Medium** - Application includes documented correspondence from MPO, DOTD District, Regional Safety Coalition, along with political subdivisions, local agencies and public associations.
  - **Low** - Application provides minimal documented support from outside entities or potential end users.

(weight factor: medium)

Project Feasibility Factor

13) Financial Support:

- *Rating based on percentage of funds provided by sponsor for eligible costs for total project costs to include engineering, construction, right-of-way, etc :*
  - **High** – Sponsor provides substantial financial support (typically >20%)
  - **Medium** - Sponsor provides some financial support (typically >10%)
  - **Low** – 100% of project eligible costs provided by Federal Funds

(weight factor: low)

Project Feasibility Factor

14) Right of Way Needs:

- *Rating based on potential need for R/W and estimated R/W costs applied to the project funds when R/W is required:*
  - **High** - Project does not need additional right of way
  - **Medium** - Additional right of way typically costs < 10% of total project costs
  - **Low** - Additional right of way typically costs > 20% of total project costs

(weight factor: low)

Project Feasibility Factor

15) Drainage Issues:

- **High** - Drainage typically costs < 5% of total project costs
- **Medium** – Drainage typically costs >5% and < 25% of total project costs
- **Low** - Drainage typically costs > 25% of total project costs

(weight factor: medium)

Project Feasibility Factor

16) Maintenance / Operations Action Plan:

- **High** - Application includes documented Maintenance and Operation Plan to include estimate of the annual costs of maintenance and operation with identified source of revenue to support plan. Application includes resolution to accept and maintain improvements provided by project.
- **Medium** - Application includes documented acceptance of maintenance without providing annual costs or source of funds for maintenance.
- **Low** - Application does not address maintenance needs.

(weight factor: low)

Louisiana's
Safe Routes to Public Places Program

2017 Workshop

Questions?

Safe Routes

Safe Routes to Public Places

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Break

(15 min)

Safe Routes

Safe Routes to Public Places

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Louisiana's
Safe Routes to Public Places Program

Project Application

Mark Morvant, P.E.

Safe Routes

Safe Routes to Public Places

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

SRTPP Application

- Solicited annually
- Formatted to provide necessary information for safety and feasibility assessments
- Local Entities may submit multiple applications
  - Multiple applications must be locally prioritized
  - Large cost projects may be submitted in multiple phased applications
  - Approval of initial phase does not guarantee approval of subsequent phases
- Project scopes, construction items and estimated costs should be accurately developed
- Submit complete but concise applications
- Remember that this is a competitive process

SRTPP Application Format

Sponsor Information

- Provide official name, mailing address, and identification numbers of government entity submitting application.
- Provide name and contact information of Responsible Charge Person.
- Provide entity consultant name and contact information (if applicable).
- Complete LPA Responsible Charge Form

SRTPP Application Format

Public Place(s) Information / Project Identification

- Provide Public Place facility information and contact
- Provide name of project.
- Provide project limits and location

SRTPP Application Format

Problem Identification

- Describe existing condition and potential safety risks to walking/bicycling to public facility(s) identified in the application.
- Provide pictures of existing conditions.
- Describe current pedestrian or cyclist activity.
- Provide statistical data through pedestrian / bicycle counts, population data, user surveys, community outreach or other data that supports a high potential for pedestrian and/or bicycle user demand with implemented safety improvements. Specific data needs to represent user demand to the public facility within one mile for pedestrians and two miles for bicyclists.

SRTPP Application Format

Problem Identification (cont'd)

- Provide any additional data and/or data analysis that support a need for the proposed improvements such as traffic infractions, parking tickets, etc.
- Provide roadway characteristics of the existing road facility such as ADT, speed, intersections that pose a safety risk to pedestrians and/or bicyclists.

SRTPP Application Format

Project Scope and Details of Proposed Improvement

- Describe work necessary for the project.
- Identify the safety improvements proposed to mitigate high risk road features to pedestrians and/or bicyclists.
- Provide supporting data for projecting the benefits of the safety improvements such as potential risk reductions, increase facility use, etc.
- Provide maps, plans and photographs as applicable to identify safety improvement locations and boundaries.
- Provide any other supporting risk data analysis

SRTPP Application Format

Local Safety Plan and Network Connectivity

- Provide adopted local plan (if applicable) indicating priority of proposed project and safety improvements.
- Provide how the proposed project will enhance or improve connectivity to a pedestrian / bicycle / transit network. (if applicable)

SRTPP Application Format

Project Support

- Provide endorsement and support letters from other public agencies and community associations that indicated the need and priority of the project
- Provide resolution accepting future maintenance responsibility and funding

SRTPP Application Format

General Information and Pre-construction Engineering Option

- Select option for responsible party for preconstruction engineering
- Provide consultant name and contact information (if applicable)
- Provide projected need for utility relocations and additional right-of-way

SRTPP Application Format

Project Cost (accurate & comprehensive)

- Provide a detailed cost estimate
- List items with description, estimated quantities, unit prices, and total amount
- Include items for mobilization, signs, and barricades, construction layout, etc.
- Indicate those items being paid for with local funds (if any)

SRTPP Application

- **Application Deadline**
  - March 31, 2017
- **Application Submittal**
  - LADOTD
    Attn: Mark Morvant, Rm 204CC
    PO Box 94245
    Baton Rouge, LA 70804-9245
- **Application Link**

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Highway_Safety/SRTPPP/Pages/default.aspx

SRTPP Application

Informational Links:

- DOTD website:
  http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Administration/LPA/Pages/default.aspx
- Pedestrian Safety Guide and Countermeasure Selection System:
  http://www.pedbikesafe.org/
- Pedestrian and Bicycle Information Center:
  http://www.pedbikeinfo.com/
- FHWA memorandum:
  https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_flexibility.cfm

Louisiana's
Safe Routes to Public Places Program

2017 Workshop

Questions?

Safe Routes

Safe Routes to Public Places

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Louisiana's
Safe Routes to Public Places Program

Project Implementation

Mark Morvant, P.E.

Safe Routes

Safe Routes to Public Places

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Project Implementation

- Design Engineering
  - DOTD held Retainer Contracts
  - Entity elects to hold contract
- Construction
  - DOTD awards and holds contract
- Construction Engineering, Inspection & Testing
  - DOTD held Retainer Contracts
  - DOTD District Personnel

Project Implementation

Safe Routes
Safe Routes to Public Places

DOTD Responsibilities

- Initiate Entity State Agreements
- Obtain Environmental Clearance
- Develop Construction Proposal and Plans
- Provide R/W Services and Acquisition as applicable
- Bid Project
- Contract with Construction Contractor
- Provide Construction Engineering and Inspection

Project Implementation

Entity Responsibilities

- Process Entity State Agreements
- Provide LPA Responsible Charge
- Develop Construction Proposal and Plans (optional)
- Provide R/W Acquisition Services as applicable
- Provide for Utility Relocations as applicable
- Obtain necessary permits
- Provide Site Access to Contractor
- Provide funds for non eligible costs as applicable

SRTS Historical Application Issues

- **Underestimated Costs**
  - Missing items
  - Wrong item numbers
  - Historically higher bid costs (small projects)
- **Drainage overruns**
- **Right of Way constraints**
- **ADA compliance**
- **Entity Selected Engineering Consultant**

ADOT

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Cost Estimates

Safe Routes
Safe Routes to Public Places

- **Project Common Items (SRTPPP website)**
  - Item Number
  - Description
  - Units
- **Unit Costs**
  - SRTS projects – 2017 bid result
  - DOTD 2017 weighted bid average

SRTS 2017 Construction Item Bid Averages (for information purposes only)

Item	Description	Unit	# of SRTS bids	SRTS Low Bid	SRTS High bid	SRTS bid average	DOTD weighted bid ave
201-01-00100	Clearing and Grubbing	LUMP	3	$ 1,500.00	$25,000.00	$ 7,875.00	
202-02-02000	Removal of Asphalt Drives	SQYD	2	$ 20.00	$ 20.00	$ 20.00	$ 16.17
202-02-06100	Removal of Concrete Walks and Drives	SQYD	4	$ 10.00	$ 34.00	$ 21.00	$ 11.26
202-02-06140	Removal of Curbs (Concrete)	LNFT	2	$ 20.00	$ 20.00	$ 15.00	$ 7.66
202-02-12000	Removal of Fence	LNFT	1	$ 5.00	$ 5.00	$ 5.00	$ 3.20
202-02-32120	Removal of Pipe (Side Drain) 15"	LNFT	1	$ 25.00	$ 25.00	$ 25.00	$ 16.37
202-02-32120	Removal of Pipe (Side Drain) 18"	LNFT	1	$ 25.00	$ 25.00	$ 25.00	$ 16.37
202-02-32140	Removal of Pipe (Storm Drain)(18" CMP)	LNFT	1	$ 25.00	$ 25.00	$ 25.00	$ 11.68
202-02-32160	Removal of Pipe (Yard Drain)	LNFT	1	$ 20.00	$ 20.00	$ 20.00	$ 20.00
202-02-32180	Removal of Pipe Headwalls	EACH	1	$ 1,500.00	$ 1,500.00	$ 1,500.00	$1,392.39
202-03-38000	Relocation of Sign	EACH	2	$ 125.00	$ 250.00	$ 187.50	$ 192.84
202-03-38020	Relocation of Sign Pole	EACH	2	$ 125.00	$ 250.00	$ 187.50	$ 302.00
203-05-00100	Excavation and Embankment	LUMP	3	$ 3,000.00	$10,000.00	$ 14,000.00	
204-02-00100	Temporary Hay or Straw Bales	EACH	3	$ 12.00	$ 25.00	$ 18.25	$ 16.53
204-06-00100	Temporary Silt Fencing	LNFT	3	$ 2.00	$ 2.50	$ 2.50	$ 2.12
402-01-00100	Traffic Maintenance Aggregate (Vehicular Measurement)	CUYD	2	$ 50.00	$ 75.00	$ 62.50	$ 36.57
601-02-00300	Portland Cement Concrete Pavement (6" Thick) (Crossovers & Turnouts)	SQYD	1	$ 63.00	$ 63.00	$ 63.00	$ 63.00
701-01-02040	Cross Drain Pipe (30" RCP/PP or 36" CMP)	LNFT	1	$ 100.00	$ 100.00	$ 100.00	$ 158.18
701-03-01000	Storm Drain Pipe (15" RCP/PP)	LNFT	2	$ 40.00	$ 100.00	$ 70.00	$ 64.20

2017 Application Timeline

- **Application Submittal Deadline**
  - **March 31, 2017**
- **Projected Short List Announcement**
  - **May 2017**
- **Projected Project Selection Announcement**
  - **August 2017**

Project Implementation

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Safe Routes
Safe Routes to Public Places

Timeline (best case scenario: 2 - 3 years)

- Entity State Agreements: 2 months
- Budgeting & Federal Authorization: 1 month
- Design task order: 1 month
- Design Engineering & Plan Development: 12-24 months
  - R/W
  - Utilities
- Project Advertisement & Bidding: 3 months
- Construction Contract Award: 3 months
- Construction: 3-6 months

Project Implementation

Potential project delays (worst case scenario: ??$$!!)

- Entity State Agreements: delay in signature process & entity resolution
- Budgeting & Federal Authorization: SRTPP annual budget authority & MPO STIP revisions
- Design task order: DOTD consultant workload or entity consultant
- Design Engineering & Plan Development
  - Complexity (drainage issues, permits, communication, etc.)
  - Right-of way acquisition
  - Utility relocation
  - Plan reviews
- Project Advertisement & Bidding: bid overruns

Questions?

Louisiana's
Safe Routes to Public Places Program
Contacts

Program Manager
April Renard, P.E.
(225)379-1919
april.renard@la.gov

Project Manager
Mark Morvant, P.E.
(225)379-1205
mark.morvant@la.gov

Project Manager
Mike Ricca, P.E.
(225)242-4582
mike.ricca@la.gov

Safe Routes
Safe Routes to Public Places

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT